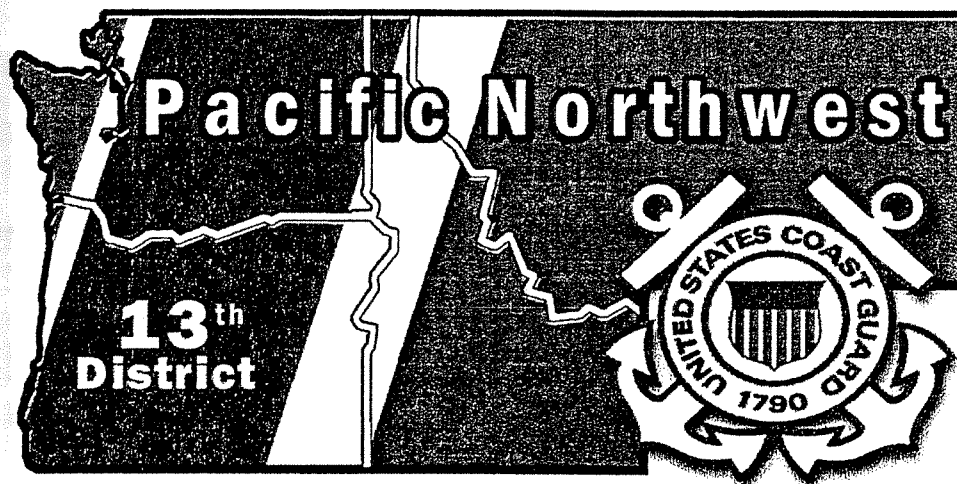


THIRTEENTH COAST GUARD DISTRICT



Standard Operating Procedures



3010

APR 15 2002

LETTER OF PROMULGATION

1. Commander, Coast Guard District Thirteen Standard Operating Procedures (short title: CGD13 SOP) is the basis for operations, administration and logistics for all forces under my command. It is effective upon receipt.
2. Information contained herein will be disseminated to agencies and personnel on a need to know basis. Public availability is to be determined under 5 USC 552. Extracts may be made as necessary for the preparation of supporting plans and instructions.
3. In addition to this initial hardcopy distribution, the D13 SOP can be accessed on the D13 intranet site at <http://www.d13.pacnorwest.uscg.mil/rp/sop/sop.pdf>. All future changes will be announced via an ALCOGARD THIRTEEN message, and will be available on the D13 intranet site. No paper copy changes will be published or distributed.
4. I solicit comments and recommendations to improve this SOP. Address them to the staff element responsible for the particular section.


ERROLL BROWN

Rear Admiral, U.S. Coast Guard
Commander, Thirteenth
Coast Guard District

DISTRIBUTION - SDL No.139

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NON-STANDARD DISTRIBUTION: All D13 Units (1), COMDT (G-SII-3, CPP-3) (1), ISC Seattle, PACAREA (P),

DISTRICT THIRTEEN SOP

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3-C-22 COASTAL RIVER BAR ENTRANCES (REGULATED AREAS)

Ref: (a) 33 C.F.R. 177

1. SITUATION. Reference (a) establishes regulated boating areas where the Coast Guard is authorized to suspend or terminate boats when unsafe conditions exist. This authority is permissive in nature and does not require boat use to be suspended or terminated in all cases.

a. A boat is defined as a recreational boat or uninspected commercial boat carrying six or fewer passengers for hire (commonly called "six packs").

b. Unsafe conditions are defined as:

(1) Wave height is 4 feet or greater, or

(2) Wave height is greater than the length of the boat divided by 10 plus the freeboard ($L/10+F=W$), or

(3) The surface current is 4 knots or greater.

These conditions establish the minimum criteria of what is unsafe. The decision that conditions is especially hazardous and warrants suspension or termination of the boat is left to the judgment of the Boarding Officer.

c. The authority to suspend or terminate boats is held only by on-scene Boarding Officers. This authority will only be exercised with the concurrence of the Commanding Officer/Officer-in-Charge.

d. The following river bar entrances are designated regulated boating areas by reference (a):

CHETCO RIVER	QUILLAYUTE RIVER
COLUMBIA RIVER	ROGUE RIVER
COOS BAY	SILETZ BAY
COQUILLE RIVER	SIUSLAW RIVER
DEPOE BAY	TILLAMOOK BAY
GRAYS HARBOR	UMPQUA RIVER
NEHALEM RIVER	WILLAPA BAY
NETARTS BAY	YAQUINA BAY

e. The below-regulated areas do not have Coast Guard stations located near their entrances and will not normally be restricted except as indicated.

COQUILLE RIVER	Regulated only when patrol in operation
NEHALEM RIVER	Regulated whenever Station Tillamook has a boat on the bar at the discretion of the CO/OINC
NETARTS BAY	Not regulated
ROGUE RIVER	Regulated only when patrol in operation
SILETZ BAY	Not regulated
WILLAPA BAY	Not regulated

2. MISSION. The Coast Guard will enforce public law fairly and equitably while permitting maximum accessibility to the river bars for boating enjoyment in the case of recreational boats and livelihood in the case of commercial operators.

3. EXECUTION.

- a. Commanding Officers/Officers-in-Charge shall direct boarding officers to terminate boats when in their judgment unsafe conditions exist. This decision shall be made after personal observation from a boat or vantage point on land. This authority shall be used with discretion to avoid arbitrary or capricious appearance. Boarding Officers must be particularly aware of the need to be courteous yet firm in this situation.
- b. The decision to prohibit a vessel from crossing a bar should be on a case-by-case basis (normally by length or type of boat). General prohibitions may result in unfair or unreasonable restrictions.
- c. Vessels, which carry six or fewer passengers for hire (six packs) along with pleasure boats, come under Coast Guard authority for the purpose of enforcing reference (a). All Commanding Officers/Officers-in-Charge should understand and take into account the fact that operators of "six packs" are required to hold valid licenses issued by the Coast Guard. Although the regulations that apply to these vessels are less stringent than for inspected vessels, the licensed operators are considered professionals, generally well versed in local knowledge and well qualified to operate within the scope of their licenses.

When making a decision whether to permit "six packs" to cross the bar, the above factors should be taken into consideration. The "six pack" charters should not be classed with pleasure boats, they should be considered separately and generally more capable of safely crossing a bar than a similar sized pleasure boat. There may be times when it is appropriate to allow "six pack" charter boats to cross the bar and not permit a similar or larger size pleasure boat to cross.

- d. The phrase "the bar is closed" shall not be used unless specifically authorized and directed by the District Commander or Captain of the Port.
- e. When local boats are operating outside the bar and conditions restricting a return passage are near, those boats should be afforded the opportunity to return prior to restricting passage. In some cases bar conditions may deteriorate unexpectedly making return passage across the bar unsafe for these vessels. In such cases, these boats will have to wait for improvement or go to another port. The following is the Coastal Bar Condition Reporting system and Standard Phrases:
 - (1) Coastal SAR Stations shall make local safety broadcasts when bar crossing restrictions are imposed and when rough bar/surf conditions exist. These local safety broadcasts shall also be made as bar restrictions/conditions change.
 - (2) Coastal SAR Stations shall provide bar condition reports to local (25 mile radius) radio stations, maintain recorded telephone messages and visual displays.
 - (3) Each unit should establish liaison with local radio stations to encourage voluntary participation. Broadcasts should begin not later than 01 May each year and continue until the end of the boating season.

(4) Recorded telephone systems shall be in place not later than 01 May each year and continue until the end of the boating season.

(5) Visual signals shall be displayed year round.

- f. The following format is to be used by Coast Guard personnel when giving tape recorded or live bar condition reports:

The tide will be (high/low) at (local time).

The (name of entrance) bar has (swell and general condition).

The Coast Guard has observed the bar at (local time) and (use standard phrases listed). (type warning) are in effect from (local time) to (local time) (or no warnings in effect).

If detailed weather information is required, contact the National Weather Service at _____.

To contact the Coast Guard call _____.

- g. Bar Report Standard Phrases.

(1) "BOATS ARE CROSSING THE BAR."

(2) "RECREATIONAL BOATS LESS THAN () FEET IN LENGTH ARE NOT PERMITTED TO CROSS THE BAR BECAUSE OF HAZARDOUS CONDITIONS."

(3) "RECREATIONAL BOATS AND UNINSPECTED COMMERCIAL PASSENGER VESSELS ARE NOT PERMITTED TO CROSS THE BAR BECAUSE OF HAZARDOUS CONDITIONS."

(4) "BAR CONDITIONS ARE DETERIORATING AND THE COAST GUARD EXPECTS (RECREATIONAL BOATS LESS THAN () FEET/RECREATIONAL BOATS AND UNINSPECTED COMMERCIAL PASSENGER VESSELS) WILL NOT BE PERMITTED TO CROSS THE BAR. AFFECTED BOATS ARE ADVISED TO RETURN ACROSS THE BAR AT THIS TIME."

4. REPORTS TO NATIONAL WEATHER SERVICE.

- a. When the above conditions exist, the local station will immediately send a message report to the National Weather Service (NWS). NWS will include that information in their taped broadcasts until the Coast Guard Station reports another change in the bar conditions. Stations should report each change in vessel transit restrictions due to bar conditions to NWS.
- b. Use plain language address NWS SEATTLE WA, or NWS PORTLAND OR, as appropriate. Station Grays Harbor, Cape Disappointment and Tillamook Bay send reports to both addressees. Use the below formats:

SUBJ: ROUGH BAR WARNING

1. ROUGH BAR CONDITIONS EXIST AT THE _____ BAR DUE TO THE FOLLOWING WEATHER CONDITIONS: WIND ____/____ KTS, SWELL ____/____ FT, CURRENT (EBB/FLOOD)/____ KTS, BREAKERS TO ____ FT.
2. BECAUSE OF THESE CONDITIONS, USCG STATION (NAME) HAS APPLIED THE FOLLOWING RESTRICTIONS TO BAR TRANSITS: (APPROPRIATE PHRASE FROM ABOVE).

or

SUBJ: CANCELLATION OF ROUGH BAR WARNING

1. THE CONDITIONS AT THE _____ BAR HAVE ABATED. TRANSIT IS NO LONGER RESTRICTED.